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UNITED STATES DEPARTMENT OF AGRICULTURE

Extension Service

Office of Exhibits

Summaries of five Exhibits

MAINTENANCE

A booth section exhibit showing the importance of constant maintenance. Dimensions, 8 feet 4 inches long and 58 inches wide.

WHY ROAD BUILDING COSTS ARE EXCESSIVE

A booth section exhibit showing why 25 per cent of the contractors' failures on Federal-Aid roads are due to bad management. Dimensions, 10 feet long by 5 feet wide.

LET THE TRAFFIC BE YOUR GUIDE

A booth section exhibit showing that traffic is the basic economic principle determining the degree to which roads should be improved. Dimensions, 10 feet long by 58 inches wide.

DON'T SAVE ON SAFETY

A booth section exhibit showing why safety features should not be eliminated when funds for construction of roads are limited. Dimensions, 10 feet long by 58 inches wide.

DON'T GET SNOWBOUND

A booth section exhibit showing the roads kept clear of snow in 1924 and the demand for 365-day roads. Dimensions, 6 feet 10 inches long and 58 inches wide.

Specifications

Floor space- as above.

Shipping weight:-

1 section in a crate- 225 lbs.

2 sections in a crate- 325 lbs.

3 sections in a crate- 400 lbs.

Electrical requirements- - None.

MAINTENANCE

How It Looks. This oil painting, on a section 58 inches by 8 ft. 4 inches, pictures a workman repairing a small hole in a stone road surface. In the distance may be seen a horse and car typical of the highway patrolman's equipment and by the roadside is a pile of maintenance stone. The picture illustrates the "stitch-in time" principle which is the basis of all effective maintenance.

What It Tells. The message of the section, which is told in large red letters is that maintenance to be effective must be constant, immediate and complete. Without maintenance money spent for road construction is pure waste, hence the section's principal slogan "Maintenance First"

WHY ROAD BUILDING COSTS ARE EXCESSIVE

How It Looks. On this section 5 feet by 10 feet is a life-like painting of a contractor, blindfolded, with arms akimbo while workmen sit smoking their pipes and idly leaning on their shovels.

What It Tells. In this exhibit there is a plea for "more vision in supervision", and the need is made clear by the statement based on reports received by the U.S. Bureau of Public Roads from its district engineers which show that 25 per cent of the contractors who fail on Federal-aid roads projects owe their failure to bad management. Although the exhibit is designed especially as a warning to contractors it should interest the taxpayer also, because it is he who eventually pays the cost of inefficiency.

LET THE TRAFFIC BE YOUR GUIDE

How It Looks. On this 58 inch by 10 foot section there is a striking picture which shows a heavy motor truck, an auto and a horse and buggy and a short message in large letters..

What It Tells. This exhibit is intended to drive home in a forceful way the basic economic principle that all roads should be designed and constructed to withstand the kind of traffic by which they are used, but that no road should be improved to a degree in excess of the return from the improvement in the form of traffic economies

DON'T SAVE ON SAFETY

How It Looks. This exhibit pictures a wrecked and burning automobile which has obviously come to grief at a sharp curve unprotected by a guard rail.

What It Tells. The words "DON'T SAVE ON SAFETY" is a slogan which engineers and taxpayers alike would do well to remember when limited highway revenues suggest reduction of expense by elimination of safety features in highway design.

DON'T GET SNOWBOUND

How It Looks. The major portion of this exhibit is taken up by a picture of a winter scene in the country. The snow has reached the eaves of the house and the roads leading from the house are of course completely closed. A diagram map of the United States shows the roads that were cleared of snow in 1924. The message at the top of the exhibit is short and to the point. The exhibit is 58 inches by 6 feet 10 inches.

What It Tells. Years ago, when highway traffic was extremely light, the blocking of the highway by snow during the winter months was not a serious inconvenience since one could get over the roads by means of a light one-horse sleigh. With the great increase in motor vehicles, there is a strong public demand that roads shall be kept open 365 days each year. Failure to clear the main roads of snow results in the delay or complete stoppage of very considerable traffic and the resulting transportation loss far more than balances the cost of removing the snow.

Where to Get Information. The following publications may be obtained free of charge from the U.S. Department of Agriculture, Washington, D. C.

Public Roads Vol.3 No. 34 February 1921 Organization of a State Road Maintenance Department.

Public Roads Vol.6 No. 3 May 1925 The Maine Highway Transportation Survey.

Public Roads Vol.5 No. 16 August 1924 Traffic Control and Safety.

Public Roads Vol.3 No. 30 October 1920 Eastern States Plan their Snow Removal Work for Coming Winter.

